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"Mobility" Plan

Gubler, Leron <Leron@hollywoodchamber.net>

Mon, Nov 30, 2015 at 9:04 AM

To: Jeff Briggs <jbriggs@jbriggslaw.com>, Mitch O'Farrell <councilmember.ofarrell@lacity.org>, "daniel.halden@lacity.org" <daniel.halden@lacity.org>

Jeff,

Very well said. The logical place for east-west bicycle lanes thru Hollywood is on Selma and Yucca ... not on Hollywood and Sunset blvds.

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From: Jeff Briggs [mailto:jbriggs@jbriggslaw.com]

Sent: Saturday, November 28, 2015 12:44 PM

To: 'Mitch O'Farrell' <councilmember.ofarrell@lacity.org>; daniel.halden@lacity.org

Cc: Gubler, Leron <Leron@hollywoodchamber.net>; Beth Marlis <bethm@mi.edu>; 'Kerry Morrison' <Kerry@hollywoodbid.org>

Subject: "Mobility" Plan

Mitch, thanks for asking Leron to ask me to write to the Times about Hollywood development issues. I was glad to see the Times' editorial largely echoed my own views: City Planning is a disaster and needs to be rebooted from the ground up, but we also have to keep moving forward with development, particularly at transit hubs. Residents have legitimate concerns about traffic from dense developments in Hollywood, but sound density development will boost the local economy so that residents still have places to go, even if they have to fight traffic to get there.

Now allow me to turn slightly to the related topic of the proposed/re-proposed "mobility" plan.

Please recall I am commenting as one who bicycled to and from work and around Hollywood during the work day for several years, and I am a regular subway rider from Hollywood to downtown and the Valley during the day. Nevertheless, I am very much against the notion of adding bike lanes to thoroughfares at the expense of driving and parking lanes. I also lament the notion that each councilmember might be able to exempt certain streets on a case-by-case basis—the plan should be adopted or not, but not exempted into opaque haphazardness. Voters deserve transparency—exemptions obscure when what we need is forceful advocacy for or against a plan. And for what it might be worth, I am against the plan.

First, if we are going to support increased density around transit hubs so as to encourage new residents and retail and business occupants to use public transit, that will reduce car trips generally and help slow total gridlock's approach. We should use this transit hub density plan to sell reluctant neighbors on these new developments in exchange for helping keep streets open, not punish them by *both* forcing more density on them *and* also cutting down their already congested traffic lanes. It is a fair tradeoff, and cutting traffic lanes will doom support for transit hub density development and the

is simply pointless because it is unenforced.)

I agree that we should be doing things to *encourage* people to use alternative transportation methods. Extending the subway, bus express lanes, and definitely transit hub residential and office development all will help. We do need to encourage public transit when feasible; soon westsiders will be able to take a train to a concert venue downtown, and we need to encourage them to do that instead of drive. People need to walk more to appointments during the day, for example all around Hollywood's core--I do it all the time, but plenty do not. And we should encourage walking with pleasant and safe streetscapes. But we should NOT seek to change behavior by what amounts to punishing people for driving, for example by purposely increasing congestion by reducing driving lanes in favor of bike lanes that *will go largely unused*.

Take it from a bicyclist--bicycle commuting is *not* the wave of the future in Los Angeles. Reducing driving lanes to accommodate an 18th century technology is not smart planning.

Please say no to any "mobility" plan that reduces driving lanes in favor of bicycle lanes. It is a prescription for danger that will do nothing to get people out of their cars.

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